7. FAUNTLEROY–SOUTHWORTH

The Fauntleroy-Southworth route is the cross-sound segment of the Fauntleroy-Vashon-Southworth group of routes that share vessels. It connects south Kitsap County to mainland King County via West Seattle. This route is 4.1 nautical miles across and frequently includes a scheduled stop at North Vashon Island depending on the day of the week, time of day and travel direction. Daily vehicles/drivers average about 1,450 and daily passengers average about 1,150 for a total average daily ridership of 2,600. During September 1999, the month in which this route was surveyed, daily ridership averaged 2,784.

Key trip making information and geographic travel patterns for patrons of this route are presented herein. Additional route-specific survey tabulations and results for all three survey periods, including ferry user demographic information, can be found in Appendix B.

7.1 TRIP MAKING INFORMATION

7.1.1 Weekday Trip Statistics

Weekday trip statistics presented here are grouped into three topics:

- Trip purpose and usage frequency;
- Travel modes and round-trip patterns; and
- Desired transit improvements.

The focus of these results is primarily on the PM peak survey period, contrasting the peak results to the PM non-peak period for key items such as trip purpose and wait times.

Trip Purpose

Table 7-1 summarizes the trip purpose and frequency of use during the weekday PM peak period. Responses have been aggregated into several major categories, including work/school/business commute, medical appointment/personal business/other travel and travel for social/recreational/shopping/sight-seeing purposes. The majority of riders on this route that travel during the weekday PM peak period were traveling for work/school/business purposes similar to the 1993 results. Riders in this category were traveling quite frequently with 59% of riders traveling 10 or more times during the past seven days.

Table 7-1
Trip Purpose and Frequency of Use Distribution
Fauntleroy–Southworth — Weekday PM Peak Period

Frequency of Use / Trip Purpose	*Work/School/ Business Related*	*Medical Appt./ Personal Business/ Other*	*Social/ Recreational/ Shopping/ Sight-seeing*	*All Trip Purposes*	*Expanded Ridership Total*
1st Ride in Past 7 Days*	9.5%	24.1%	29.0%	13.8%	140
2 to 5 Rides in Past 7 Days	20.4%	58.2%	57.4%	29.2%	296
6 to 9 Rides in Past 7 Days	10.7%	11.4%	4.1%	9.6%	97
10 or More Rides in Past 7 Days	58.7%	0.0%	1.8%	45.2%	459
No Answer	0.7%	6.3%	7.7%	2.3%	23
Totals	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**1,015**
Overall Trip Purpose Distribution	**76.4%**	**5.6%**	**18.0%**	**100.0%**	
Expanded Ridership	**776**	**57**	**182**	**1,015**	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Table 7-2 summarizes the trip purpose and frequency of travelers during the weekday PM non-peak period. Work/school/business was the most common trip purpose with 380 of the riders. In general, riders during the PM non-peak period were not traveling as frequently as those traveling during the PM peak period. Nearly 25% of non-peak riders took their first ride in the past 7 days and approximately 38% of non-peak riders traveled 2 to 5 times during the past 7 days.

Table 7-2
Trip Purpose and Frequency of Use Distribution
Fauntleroy–Southworth — Weekday PM Non-Peak Period

Frequency of Use / Trip Purpose	*Work/School/ Business Related*	*Medical Appt./ Personal Business/ Other*	*Social/ Recreational/ Shopping/ Sight-seeing*	*All Trip Purposes*	*Expanded Ridership Total*
1st Ride in Past 7 Days*	16.0%	38.8%	45.9%	23.3%	125
2 to 5 Rides in Past 7 Days	36.9%	33.9%	54.1%	38.0%	204
6 to 9 Rides in Past 7 Days	10.7%	14.0%	0.0%	10.3%	55
10 or More Rides in Past 7 Days	35.1%	6.6%	0.0%	26.2%	140
No Answer	1.3%	6.6%	0.0%	2.2%	12
Totals	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**535**
Overall Trip Purpose Distribution	**71.0%**	**19.0%**	**10.0%**	**100.0%**	
Expanded Ridership	**380**	**102**	**53**	**535**	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Trip origins and destinations by direction are presented in Table 7-3 during the weekday PM peak period. Similar to the Fauntleroy-Vashon route, the vast majority of riders were traveling from work/school to their home with most heading westbound.

Table 7-3
Trip Origin and Destination Types by Direction
Fauntleroy–Southworth — Weekday PM Peak Period

Origin & Destination Types		*Destination Shares Across All Origins:*			*Expanded*
Origin Place	*Destination Place*	*Eastbound Trips*	*Westbound Trips*	*Both Directions*	*Ridership Total*
Home	Home	5.6%	0.8%	2.3%	23
	Work/School	14.2%	0.5%	4.7%	48
	Other	12.7%	0.5%	4.2%	43
Work/School	Home	30.7%	85.1%	68.4%	694
	Work/School	0.0%	0.3%	0.2%	2
	Other	2.5%	2.8%	2.7%	28
Other	Home	34.2%	8.1%	16.1%	163
	Work/School	0.0%	0.0%	0.0%	0
	Other	0.0%	2.0%	1.4%	14
Totals		**100.0%**	**100.0%**	**100.0%**	**1,015**
Travel Direction Distribution		**30.7%**	**69.3%**	**100.0%**	
Expanded Ridership		**312**	**703**	**1,015**	

Travel Modes and Round-Trip Patterns

This section presents the survey responses related to trip patterns, mode of access and egress, and boarding method. In addition, the survey responses to wait time, parking, and desire transit improvements are summarized in this section.

Table 7-4 summarizes the round trip patterns of riders during the weekday PM peak period. A significant number of riders that answered the question responded they used the ferry system for both legs of their roundtrip on the same route. Although the majority of riders (76%) completed their trip during the same day it was initiated, this percentage was less than that found for the Fauntleroy-Vashon route (approximately 90%). Just over 21% of the riders who reported on the 1st half of their round-trip said they would complete their trip on a different day. These results may point to less of a commuter-orientation on this route than found on the Fauntleroy – Vashon route.

Table 7-4
Round-Trip Patterns and Methods
Fauntleroy–Southworth — Weekday PM Peak Period

Round-Trip Segment & Method / Time	*Today*	*Some Other Day*	*No Answer*	*Expanded Ridership*
Declared Initial Trip				**76.4%**
(Reported on 2nd Half of Round-Trip)				
Same Ferry Route	64.1%	2.6%	9.6%	590
Not Using Ferry System	11.0%	0.0%	0.4%	88
Different Ferry Route	8.0%	2.7%	0.0%	83
No Answer	0.3%	0.0%	1.4%	13
Total Declared Initial Trip	*83.4%*	*5.3%*	*11.4%*	*775*
Expected Return Trip				**18.7%**
(Reported on 1st Half of Round-Trip)				
Same Ferry Route	39.9%	21.1%	3.1%	122
Not Using Ferry System	17.5%	5.5%	1.2%	46
Different Ferry Route	7.0%	0.0%	0.0%	13
No Answer	1.7%	0.0%	3.1%	9
Total Expected Return Trip	*66.0%*	*26.6%*	*7.4%*	*190*
No Answer				**4.9%**
(Did Not Report Round-Trip Status)				
No Answer			*100.0%*	*50*
Expanded Ridership Total	**771**	**91**	**152**	**1,015**

Access and egress mode shares and boarding mode distributions from the 1993 survey were modified to approximate 1999 Travel Survey methods and data collection procedures for comparison purposes. However, the 1993 results are not directly comparable to the expanded survey results based upon the data collected in 1999. Please see Section 3.5.2 in Chapter 3 for a detailed explanation of how the boarding mode numbers differ.

Table 7-5 identifies the access and egress mode as well as the boarding method during the weekday PM peak period. The most common boarding method of ferry riders in 1999 was in a vehicle, similar to findings in 1993. However, in-vehicle boardings appear to comprise a higher percentage of total ridership in 1999 than in 1993. Some of the increase is attributable to higher average vehicle occupancies.

"...More walk-on passengers are arriving and departing the ferry terminal by bus or shuttle and fewer are accessing and egressing on foot or by bicycle...."

Walk-on ridership, as a percentage of total ridership, is slightly less than was found in 1993. As was found for Fauntleroy – Vashon walk-on passengers, more walk-on passengers are arriving and departing the ferry terminal by bus or shuttle and fewer are accessing and egressing on foot or by bicycle. The percentage of walk-on passengers arriving and departing by vehicle has remained roughly the same between 1993 to 1999.

Table 7-5
Access Mode to Ferry — Boarding Method — Egress Mode from Ferry
Fauntleroy–Southworth — Weekday PM Peak Period

Access Mode to Ferry Terminal	*Percent Distrib.*	*Boarding Method*	*Percent Distrib.*	*Mode Shares*	*Egress Mode from Ferry Terminal*	*Percent Distrib.*
Pedestrian/Bicycle	11.9%	**Walked-On**		**23.8%**	Pedestrian/Bicycle	9.9%
By Vehicle*	38.7%	Pedestrian	99.1%		By Vehicle*	69.7%
By Bus or Shuttle	49.4%	Pedestrian w/ Bicycle	0.9%		By Bus or Shuttle	20.3%
Total	100.0%	Total	100.0%		Total	100.0%
In-Vehicle	100.0%	**In-Vehicle**		**76.2%**	In-Vehicle	100.0%
		Vehicle Drivers*	67.9%			
		Vehicle Passengers	32.1%			
		Total	100.0%			
		Total		**100.0%**		
		Expanded Ridership Total		**1,015**		

* includes motorcycles

In Table 7-6 the wait time is summarized by boarding method during the weekday PM peak period. Most pedestrians and bicyclists waited less than 10 minutes, and just about all of these travelers waited less than 30 minutes to board. Nearly all those boarding in a vehicle waited less than 60 minutes with the greatest share waiting between 11 and 30 minutes, similar to the findings for the Fauntleroy-Vashon route.

During the weekday PM non-peak period, more pedestrians and bicyclists (67%) were able to board the ferry in 10 minutes or less, compared to walk-on riders during the PM peak period, as shown in Table 7-7. The number of travelers boarding in vehicles that waited between 31 to 60 minutes (10.5%) decreased, in comparison to weekday PM peak period (22.5%) in-vehicle boarders. However, the percentage of in-vehicle boardings that waited between 61 and 90 minutes (7.1%) increased slightly in the non-peak period, when compared to in-vehicle boarders in the PM peak period (4.8%).

Table 7-6
Wait Time Distribution by Boarding Method
Fauntleroy–Southworth — Weekday PM Peak Period

Wait Time Category / Boarding Method	*Walk Board (Pedestrian & Bicycle)*	*Vehicle Board (Driver & Passenger)*	*Expanded Ridership Total*
Zero to 10 Minutes	54.6%	24.7%	323
11 to 30 Minutes	33.2%	45.3%	431
31 to 60 Minutes	10.3%	22.6%	199
61 to 90 Minutes	0.0%	4.8%	37
More Than 90 Minutes	0.9%	0.9%	9
No Answer	0.9%	1.7%	16
Totals	**100.0%**	**100.0%**	
Expanded Ridership	**242**	**773**	**1,015**

Table 7-7
Wait Time Distribution by Boarding Method
Fauntleroy–Southworth — Weekday PM Non-Peak Period

Wait Time Category / Boarding Method	*Walk Board (Pedestrian & Bicycle)*	*Vehicle Board (Driver & Passenger)*	*Expanded Ridership Total*
Zero to 10 Minutes	66.8%	27.3%	193
11 to 30 Minutes	22.1%	49.9%	234
31 to 60 Minutes	7.4%	10.5%	53
61 to 90 Minutes	3.7%	7.1%	34
More Than 90 Minutes	0.0%	1.8%	8
No Answer	0.0%	3.4%	14
Totals	**100.0%**	**100.0%**	
Expanded Ridership	**118**	**417**	**535**

Table 7-8 lists the type of parking used by ferry riders that boarded as pedestrians during the weekday PM peak period. It appears that almost 21% reported parking on both sides of the ferry route, using either paid or free parking, implying these riders have access to a vehicle on each side of the ferry route. Just over 30% of walk-on riders reported using free parking either on one side or both sides of the ferry route, while 34% reported paying for parking on either one or both sides. Average total parking costs ranged between $1.05 for single side parking to $2.69 for riders parking on both sides. Finally, 34% of walk-on riders

in the PM peak period did not park on either side or did not provide sufficient information to determine parking status.

Table 7-8
Walk-Board Passenger Parking Statistics
Fauntleroy–Southworth — Weekday PM Peak Period

Reported Parking Characteristics	*Expanded Ridership*	*Percent of Total*	*Average Total Parking Paid**
Used Paid Parking on Both Sides	18	7.5%	$2.69
Used Paid Parking One Side & Free Parking Other Side	7	2.8%	$1.05
Used Free Parking on Both Sides	25	10.2%	$0.00
Paid Parking One Side & Did Not Park Other Side or Insufficient Information	58	24.1%	$2.27
Free Parking One Side & Did Not Park Other Side or Insufficient Information	52	21.3%	$0.00
Did Not Park on Either Side or Insufficient Parking Information	83	34.1%	NA
Totals	**242**	**100.0%**	

*Only surveys with a reported dollar amount paid for parking were included in the average cost calculation (those with free parking were excluded).

Desired Transit Improvements

Table 7-9 lists the priority of transit improvements for those riders that traveled on this route during the weekday PM peak period. About 17% of the riders indicated they would like transit service within 2 blocks of their origin or destination. The most frequent write-in comment by far was the suggestion to lower park & ride fees or make this parking free.

Table 7-10 lists the priority of transit improvements for those riders that traveled on this route during the weekday PM non-peak period. Similar to the peak period responses, the most popular answer was to provide service closer to the respondent's origin or destination with a 21% share of the total. The second most common answer was to provide service at both ends of the ferry route with 19% of the total, which was slightly higher than the percentage for the PM peak period (14%). Also, siimilar to PM peak riders the most common "write-in" comment was to lower the park-and-ride fees or provide free parking at park-and-ride lots.

Table 7-9
Transit Improvements Desired
Fauntleroy–Southworth — Weekday PM Peak Period

Transit Improvement	*Distribution*	*Expanded Ridership*
Service within 2 Blocks of Origin or Destination	16.7%	169
Service at Both Ends of Ferry Route	14.0%	142
Seamless Connection between Ferry & Bus	9.6%	97
Employer Paid or Subsidized Bus Pass	6.2%	63
More Park & Ride Lots/Spaces Available	10.9%	111
None of the Above/No Answer	22.2%	225
Frequent Write-In Comments		
More Passenger Only Service	0.0%	0
Lower Park & Ride Parking Fees/Free	18.9%	191
More Park & Ride Information	0.0%	0
"Other" Comments	1.6%	17
Totals	**100.0%**	**1,015**

Table 7-10
Transit Improvements Desired
Fauntleroy–Southworth — Weekday PM Non-Peak Period

Transit Improvement	*Distribution*	*Expanded Ridership*
Service within 2 Blocks of Origin or Destination	21.5%	115
Service at Both Ends of Ferry Route	19.2%	103
Seamless Connection between Ferry & Bus	7.1%	38
Employer Paid or Subsidized Bus Pass	4.9%	26
More Park & Ride Lots/Spaces Available	14.9%	80
None of the Above/No Answer	17.1%	91
Frequent Write-In Comments		
More Passenger Only Service	0.0%	0
Lower Park & Ride Parking Fees/Free	15.4%	83
More Park & Ride Information	0.0%	0
"Other" Comments	0.0%	0
Totals	**100.0%**	**535**

7.1.2 Sunday Trip Statistics

Sunday trip statistics presented here are grouped into two categories:

- Trip purpose and usage frequency; and
- Travel modes and round-trip patterns.

Trip Purpose

Table 7-11 summarizes the trip purpose and frequency of use for Sunday travel. Responses have been aggregated into several major categories, including work/school/business commute, medical appointment/personal business/other travel and travel for social/recreational/shopping/sight-seeing purposes. The majority of respondents on this route that travel on Sunday were traveling for social/recreational/shopping/sight-seeing purposes similar to the 1993 results. A significant portion of Sunday respondents traveled 2 to 5 times or just once during the past 7 days, while the weekday riders traveled more frequently (either 6 to 9 or more than 10 times during the past 7 days).

Table 7-11
Trip Purpose and Frequency of Use Distribution
Fauntleroy–Southworth — Sunday Survey Period

Frequency of Use / Trip Purpose	*Work/School/ Business Related*	*Medical Appt./ Personal Business/ Other*	*Social/ Recreational/ Shopping/ Sight-seeing*	*All Trip Purposes*	*Usable Responses*
1st Ride in Past 7 Days*	7.7%	24.3%	33.6%	28.0%	100
2 to 5 Rides in Past 7 Days	28.8%	42.9%	49.8%	45.4%	162
6 to 9 Rides in Past 7 Days	19.2%	11.4%	5.5%	8.7%	31
10 or More Rides in Past 7 Days	38.5%	7.1%	3.8%	9.5%	34
No Answer	5.8%	14.3%	7.2%	8.4%	30
Totals	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**357**
Overall Trip Purpose Distribution	**14.6%**	**19.6%**	**65.8%**	**100.0%**	
Usable Responses	**52**	**70**	**235**	**357**	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Travel Modes and Round-Trip Patterns

Table 7-12 summarizes the round trip patterns of Sunday respondents. Two-thirds of respondents indicated they would complete their trip in the same day as it was started. However, the third of respondents that indicated making a round-trip over more than one day is significantly higher than the 9% of PM peak period riders that spread their round-trip over more than one day.

In Table 7-13, the wait time by boarding method is summarized for the Sunday survey period. The majority of respondents waited 11 to 30 minutes, regardless of boarding status. Virtually all pedestrian and bicyclists waited 60 minutes or less. Interestingly, more Sunday

walk-on respondents waited 11 to 30 minutes (42%) in comparison to both weekday PM peak period riders (approximately 33%) and PM non-peak period (approximately 22%). This result could be due to unfamiliar riders traveling during the Sunday survey period.

Table 7-12
Round-Trip Patterns and Methods
Fauntleroy–Southworth — Sunday Survey Period

Round-Trip Segment & Method / Time	*Today*	*Some Other Day*	*No Answer*	*Usable Responses*
Declared Initial Trip				**59.1%**
(Reported on 2nd Half of Round-Trip)				
Same Ferry Route	22.3%	29.4%	5.7%	121
Not Using Ferry System	16.6%	10.0%	0.9%	58
Different Ferry Route	7.1%	5.2%	0.0%	26
No Answer	0.9%	0.5%	1.4%	6
Total Declared Initial Trip	*46.9%*	*45.0%*	*8.1%*	*211*
Expected Return Trip				**38.1%**
(Reported on 1st Half of Round-Trip)				
Same Ferry Route	53.7%	14.0%	4.4%	98
Not Using Ferry System	9.6%	2.2%	1.5%	18
Different Ferry Route	8.1%	0.0%	0.7%	12
No Answer	2.9%	0.7%	2.2%	8
Total Expected Return Trip	*74.3%*	*16.9%*	*8.8%*	*136*
No Answer				**2.8%**
(Did Not Report Round-Trip Status)				
No Answer			*100.0%*	*10*
Usable Responses	**200**	**118**	**39**	**357**

Table 7-13
Wait Time Distribution by Boarding Method
Fauntleroy–Southworth — Sunday Survey Period

Wait Time Distribution / Boarding Method	*Walk Board (Pedestrian & Bicycle)*	*Vehicle Board (Driver & Passenger)*	*Usable Responses*
Zero to 10 Minutes	36.8%	14.1%	59
11 to 30 Minutes	42.1%	56.1%	195
31 to 60 Minutes	13.2%	18.2%	63
61 to 90 Minutes	0.0%	2.8%	9
More Than 90 Minutes	0.0%	0.6%	2
No Answer	7.9%	8.2%	29
Totals	**100.0%**	**100.0%**	
Usable Responses	**38**	**319**	**357**

7.2 GEOGRAPHIC TRAVEL PATTERNS

This section provides tables and map figures which present the locations for ferry user trip origins and destinations. Of key interest for updating the WSF travel demand forecasting model are the PM peak period origin-destination (O-D) trip tables by travel direction, presented as expanded PM peak ridership volumes and distributions for all modes, as well as for walk-on and in-vehicle boardings. Similar O-D trip tables presenting unexpanded Sunday survey period distributions are also provided. Complementing the PM peak and Sunday trip tables are two sets of map figures. The first set shows the geographic flows of origins and destinations, including route district percentage distributions, for all trips by direction. The second set of maps illustrates the directional densities of trip origins and destinations, using different pinpoint symbols to delineate walk-on and in-vehicle boarding methods.

7.2.1 Weekday PM Peak Period Trip Patterns

The Seattle CBD was the most frequent origin for westbound travel during the weekday PM peak period with 28% of total ridership during the 1999 survey (see Table 7-14 and Figure 7-1). In 1993, the most popular origin was also the Seattle CBD with 22% of the total and the the most common destination was the "Other South Kitsap County" district with 64% of the trips. For 1999, this destination district attracted 72% of all trips.

The most popular destination for eastbound travel (all boarding modes) during for the weekday PM peak period was the Seattle CBD capturing 16% and 20% of the total trips in 1993 and 1999, respectively. In 1993, 54% the trips originated from the "Other South Kitsap County" district and this number decreased to 35% in 1999 as seen in Table 7-15 and Figure 7-2. Trips originating in Mason County increased considerably in 1999, accounting for 26% of PM peak period ridership in 1999, compared to 8% in 1993.

Table 7-16 and Table 7-17 summarize origin and destination shares specific to mode -walk-on boardings and in-vehicle boardings. The most common origins westbound for those walking on the ferry during the weekday PM peak period was the "Other South Kitsap County" district (with just over a 75% share). As far as in-vehicle boardings, the most popular origin was also the "Other Sound Kitsap County" district with just over 70% of the total for westbound travel. This information can be seen graphically in Figure 7-3. Both walk-on and in-vehicle riders display relatively dispersed destination locations, pointing to park-and-ride use by walk-on passengers, rather than walk or bike access and egress.

Eastbound PM peak period trip origins and destinations by boarding mode can be seen in Figure 7-4. The West Seattle district captured 33% of the walk-on riders and 34% of in-vehicle riders in the eastbound direction, as shown in Table 7-18 and Table 7-19. Eastbound walk-on origin locations are again fairly evenly dispersed in south Kitsap County, whereas, the majority of in-vehicle riders have origins in other south Kitsap County and Mason County, see Figure 7-4

Table 7-14
Fauntleroy–Southworth O-D Trip Table
Weekday PM Peak Period — Westbound — All Boarding Modes

ORIGIN	DESTINATION	West Pierce County	Mason County	Greater Port Orchard	Other South Kitsap County	Greater Bremerton	Other Central Kitsap County	Origin Totals	Origin Shares
		718	720	722	723	724	725		
Seattle CBD	701	9	2	37	138	14		200	28.4%
Seattle Industrial Area	702				62			62	8.8%
Seattle Boeing Field	703		3	3	30			37	5.3%
South Seattle	704			2	6		3	11	1.6%
West Seattle	705		3	7	37		2	49	7.0%
Capitol Hill	706				11			11	1.6%
Queen Anne-Lake Union/Magnolia	707		2	3	30			35	5.0%
University District	708			5	9		3	17	2.4%
Ballard-Green Lake	709	13		7	24		14	58	8.2%
North Seattle/Northgate/Sand Point	710	3		3	10	2		19	2.7%
Bothell-Kirkland/Redmond	711	3		6	9			18	2.5%
Greater Bellevue/Mercer Island	712			8	49	13	3	74	10.5%
SeaTac	713		2	3	41	3	3	54	7.6%
Kent-Auburn/Federal Way	714		3					3	0.5%
Renton/Issaquah	715			2	25			27	3.9%
West Snohomish County	717			3	17			21	2.9%
All Other Places	727				9			9	1.2%
Destination Totals		28	17	88	507	33	29	703	100.0%
Destination Shares		4.1%	2.4%	12.5%	72.2%	4.7%	4.2%	100.0%	

Figure 7-1
Fauntleroy - Southworth Westbound PM Peak Trips
All Boarding Modes

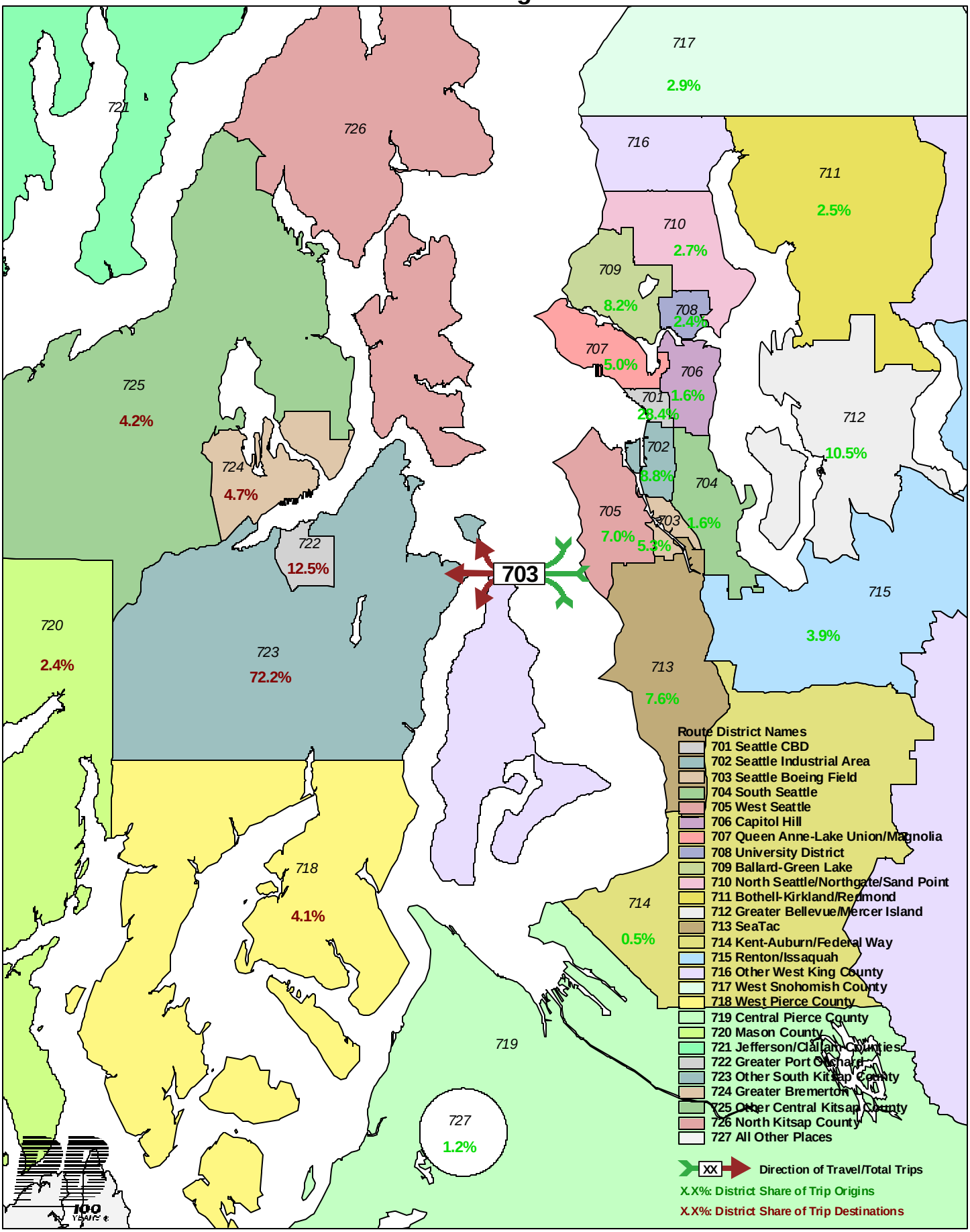


Table 7-15
Fauntleroy–Southworth O-D Trip Table
Weekday PM Peak Period — Eastbound — All Boarding Modes

ORIGIN	DESTINATION	Seattle CBD 701	Seattle Industrial Area 702	Seattle Boeing Field 703	West Seattle 705	Capitol Hill 706	Queen Anne-Lake Union/Magnolia 707	Ballard-Green Lake 709	North Seattle/Northgate/Sand Poin 710	Greater Bellevue/Mercer Island 712	SeaTac 713	Kent-Auburn/Federal Way 714	Renton/Issaquah 715	Other West King County 716	West Snohomish County 717	All Other Places 727	**Origin Totals**	**Origin Shares**
West Pierce County	718				16		21										37	11.8%
Mason County	720	18			42		4			18							81	26.0%
Greater Port Orchard	722	7	4	4	18			4	8				4				48	15.3%
Other South Kitsap County	723	37		4	4	7	22	4	4		11	4		7	4	4	109	35.0%
Greater Bremerton	724				8												8	2.5%
Other Central Kitsap County	725				18						7						25	8.0%
North Kitsap County	726								4								4	1.4%
Destination Totals		62	4	8	105	7	46	7	16	18	18	4	4	7	4	4	312	100.0%
Destination Shares		19.7%	1.1%	2.5%	33.7%	2.3%	14.8%	2.3%	5.0%	5.6%	5.7%	1.1%	1.4%	2.3%	1.1%	1.1%	100.0%	

Figure 7-2
Fauntleroy - Southworth Eastbound PM Peak Trips
All Boarding Modes

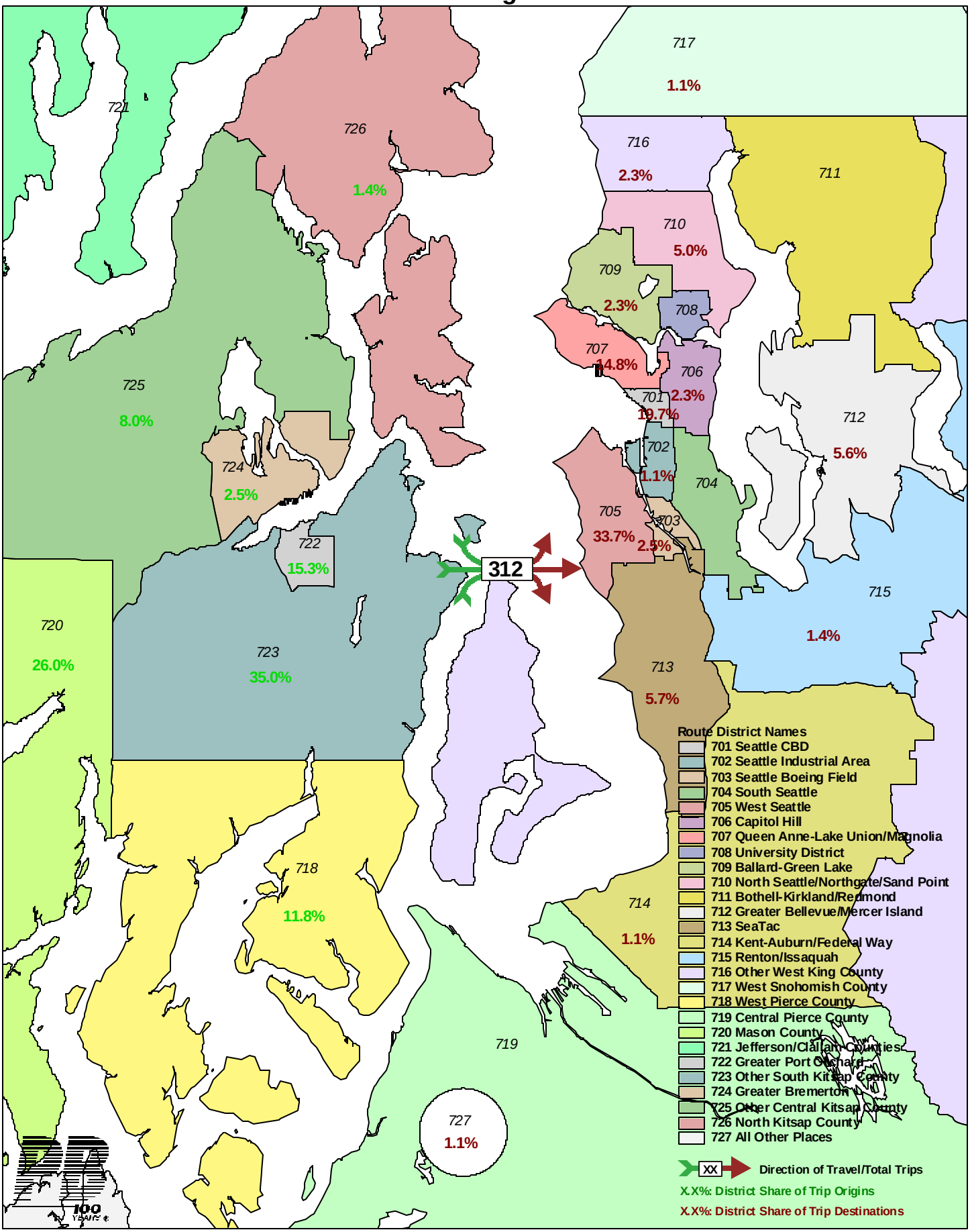


Table 7-16
Fauntleroy–Southworth O-D Trip Table
Weekday PM Peak Period — Westbound — Walk-On Boardings

ORIGIN		DESTINATION	West Pierce County	Mason County	Greater Port Orchard	Other South Kitsap County	Greater Bremerton	Other Central Kitsap County	Origin Totals	Origin Shares
			718	720	722	723	724	725		
Seattle CBD	701		2	2	16	73			93	45.6%
Seattle Industrial Area	702					32			32	15.6%
South Seattle	704				2	2			5	2.2%
West Seattle	705					5		2	7	3.3%
Capitol Hill	706					5			5	2.2%
Queen Anne-Lake Union/Magnolia	707			2		7			9	4.4%
University District	708				5	2			7	3.3%
Ballard-Green Lake	709		2						2	1.1%
North Seattle/Northgate/Sand Point	710					7	2		9	4.4%
Bothell-Kirkland/Redmond	711				2	2			5	2.2%
Greater Bellevue/Mercer Island	712				5	9	2		16	7.8%
SeaTac	713			2		5			7	3.3%
Renton/Issaquah	715				2	5			7	3.3%
All Other Places	727					2			2	1.1%
Destination Totals			5	7	32	154	5	2	204	100.0%
Destination Shares			2.2%	3.3%	15.6%	75.6%	2.2%	1.1%	100.0%	

Table 7-17
Fauntleroy–Southworth O-D Trip Table
Weekday PM Peak Period — Westbound — In-Vehicle Boardings

ORIGIN	DESTINATION	West Pierce County 718	Mason County 720	Greater Port Orchard 722	Other South Kitsap County 723	Greater Bremerton 724	Other Central Kitsap County 725	Origin Totals	Origin Shares
Seattle CBD	701	7		21	65	14		107	21.4%
Seattle Industrial Area	702				30			30	6.1%
Seattle Boeing Field	703		3	3	30			37	7.4%
South Seattle	704				3		3	7	1.3%
West Seattle	705		3	7	33			42	8.5%
Capitol Hill	706				7			7	1.3%
Queen Anne-Lake Union/Magnolia	707			3	23			26	5.2%
University District	708				7		3	10	2.0%
Ballard-Green Lake	709	11		7	24		14	56	11.1%
North Seattle/Northgate/Sand Point	710	3		3	3			10	2.0%
Bothell-Kirkland/Redmond	711	3		3	7			13	2.6%
Greater Bellevue/Mercer Island	712			3	40	11	3	58	11.6%
SeaTac	713			3	37	3	3	47	9.4%
Kent-Auburn/Federal Way	714		3					3	0.7%
Renton/Issaquah	715				21			21	4.1%
West Snohomish County	717			3	17			21	4.1%
All Other Places	727				7			7	1.3%
Destination Totals		24	10	56	353	28	27	499	100.0%
Destination Shares		4.8%	2.0%	11.3%	70.8%	5.7%	5.5%	100.0%	

Figure 7-3
Fauntleroy - Southworth Westbound PM Peak Period
Trip Origins & Destinations by Boarding Mode

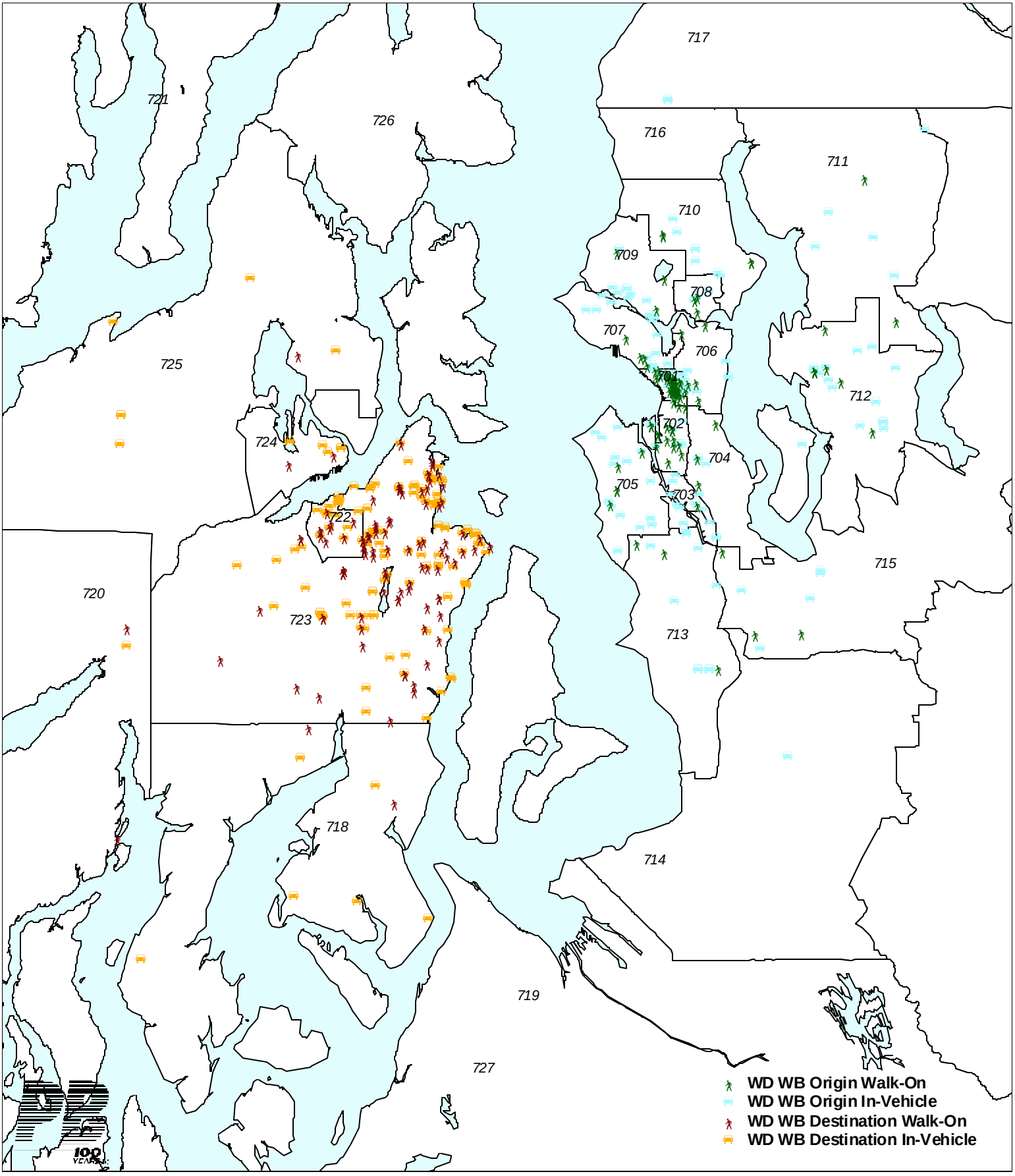


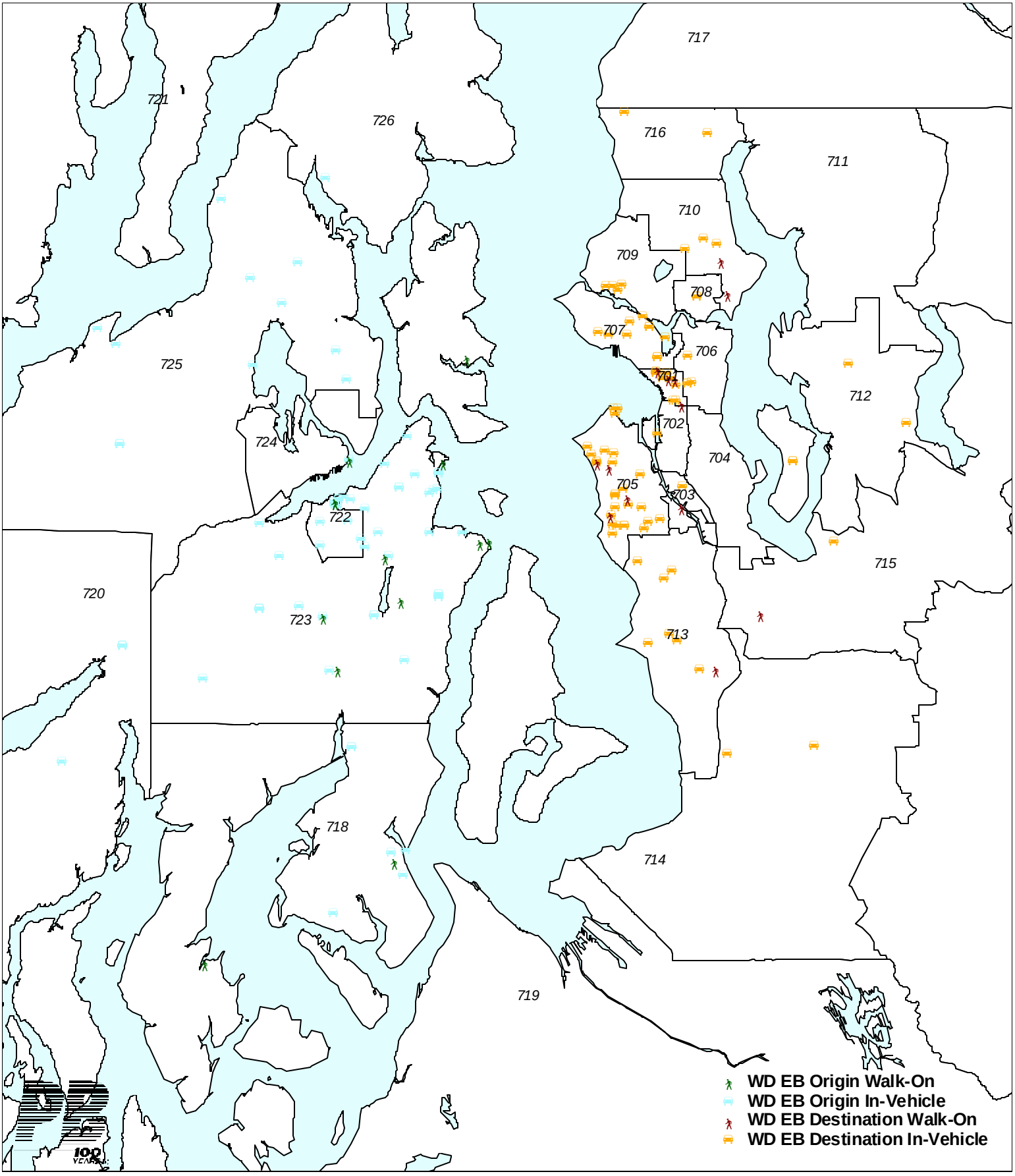
Table 7-18
Fauntleroy–Southworth O-D Trip Table
Weekday PM Peak Period — Eastbound — Walk-On Boardings

ORIGIN	DESTINATION	Seattle CBD 701	Seattle Boeing Field 703	West Seattle 705	North Seattle/Northgate/Sand Point 710	Renton/Issaquah 715	Origin Totals	Origin Shares
West Pierce County	718			8			8	22.2%
Greater Port Orchard	722				4	4	8	22.2%
Other South Kitsap County	723	8	4				13	33.3%
Greater Bremerton	724			4			4	11.1%
North Kitsap County	726				4		4	11.1%
Destination Totals		8	4	13	8	4	38	100.0%
Destination Shares		22.2%	11.1%	33.3%	22.2%	11.1%	100.0%	

Table 7-19
Fauntleroy–Southworth O-D Trip Table
Weekday PM Peak Period — Eastbound — In-Vehicle Boardings

ORIGIN	DESTINATION	Seattle CBD 701	Seattle Industrial Area 702	Seattle Boeing Field 703	West Seattle 705	Capitol Hill 706	Queen Anne-Lake Union/Magnolia 707	Ballard-Green Lake 709	North Seattle/Northgate/Sand Point 710	Greater Bellevue/Mercer Island 712	SeaTac 713	Kent-Auburn/Federal Way 714	Other West King County 716	West Snohomish County 717	All Other Places 727	Origin Totals	Origin Shares
West Pierce County	718				7		21									28	10.3%
Mason County	720	18			42		4			18						81	29.6%
Greater Port Orchard	722	7	4	4	18			4	4							39	14.4%
Other South Kitsap County	723	28			4	7	22	4	4		11	4	7	4	4	96	35.2%
Greater Bremerton	724				4											4	1.3%
Other Central Kitsap County	725				18						7					25	9.2%
Destination Totals		53	4	4	93	7	46	7	7	18	18	4	7	4	4	274	100.0%
Destination Shares		19.4%	1.3%	1.3%	33.8%	2.6%	16.9%	2.6%	2.6%	6.4%	6.5%	1.3%	2.6%	1.3%	1.3%	100.0%	

Figure 7-4
Fauntleroy - Southworth Eastbound PM Peak Period
Trip Origins & Destinations by Boarding Mode



7.2.2 Sunday Survey Period Trip Patterns

Table 7-20 and Figure 7-5 summarize the origins and destinations for all boarding modes by district during Sunday westbound travel. In both 1993 and 1999, the most popular origin was the West Seattle district with 22% and 15% of the total, respectively. In 1993, 40% of the riders were headed for the "Other South Kitsap County" district and this percentage increased to 68% in 1999. Destinations in greater Port Orchard decreased from 25% of total responses in 1993 to 6% in 1999. This shift out of Port Orchard may reflect both growth outside the city as well as slightly revised district boundaries used in the 1999 survey.

The origins and destinations for Sunday travel eastbound can be seen in Table 7-21 and spatially in Figure 7-6. In both 1993 and 1999, the most popular destination was the West Seattle district, with 22% and 30% of the total, respectively. The most frequent origin was the "Other South Kitsap County" district in both 1993 and 1999, accounting for 43% of survey responses in 1999 from 32% in 1993.

Figure 7-7 presents the trip origins and destinations by boarding mode for westbound Sunday travel while Figure 7-8 includes the same information except for eastbound travel. As in Figure 7-8, the destinations for both those in vehicles and those boarding as pedestrians are concentrated in south Kitsap County, West Seattle, and downtown Seattle. Interestingly, unlike most other routes, walk on passengers on the Fauntleroy – Southworth ferry do not appear to form distinct clusters, but have more dispersed origin and destination locations. Again, this finding is likely the result of walk-on riders using a vehicle as their method of access and egress, rather than by walking or biking to the terminal.

Table 7-20
Fauntleroy–Southworth O-D Trip Table
Sunday Survey Period — Westbound — All Boarding Modes

ORIGIN	DESTINATION	West Pierce County	Mason County	Jefferson/Clallam Counties	Greater Port Orchard	Other South Kitsap County	Greater Bremerton	Other Central Kitsap County	North Kitsap County	All Other Places	Origin Shares
		718	720	721	722	723	724	725	726	727	
Seattle CBD	701				1.4%	8.7%					10.1%
Seattle Industrial Area	702					0.7%					0.7%
West Seattle	705	1.4%	0.7%	0.7%	1.4%	6.5%	0.7%	2.9%		0.7%	15.2%
Capitol Hill	706					0.7%		0.7%			1.4%
Queen Anne-Lake Union/Magnolia	707			1.4%	1.4%	5.8%		0.7%			9.4%
University District	708					2.2%					2.2%
Ballard-Green Lake	709				0.7%	8.7%	0.7%	0.7%			10.9%
North Seattle/Northgate/Sand Point	710	0.7%				2.2%			0.7%		3.6%
Bothell-Kirkland/Redmond	711		0.7%			5.8%					6.5%
Greater Bellevue/Mercer Island	712		4.3%			2.9%					7.2%
SeaTac	713	0.7%	1.4%	0.7%		3.6%					6.5%
Kent-Auburn/Federal Way	714					2.2%		1.4%			3.6%
Renton/Issaquah	715				0.7%	4.3%					5.1%
Other West King County	716					5.8%					5.8%
West Snohomish County	717					6.5%					6.5%
All Other Places	727		0.7%			1.4%			2.9%		5.1%
Destination Shares		2.9%	8.0%	2.9%	5.8%	68.1%	1.4%	6.5%	3.6%	0.7%	100.0%

Figure 7-5
Fauntleroy - Southworth Westbound Sunday Survey Period Trips
All Boarding Modes

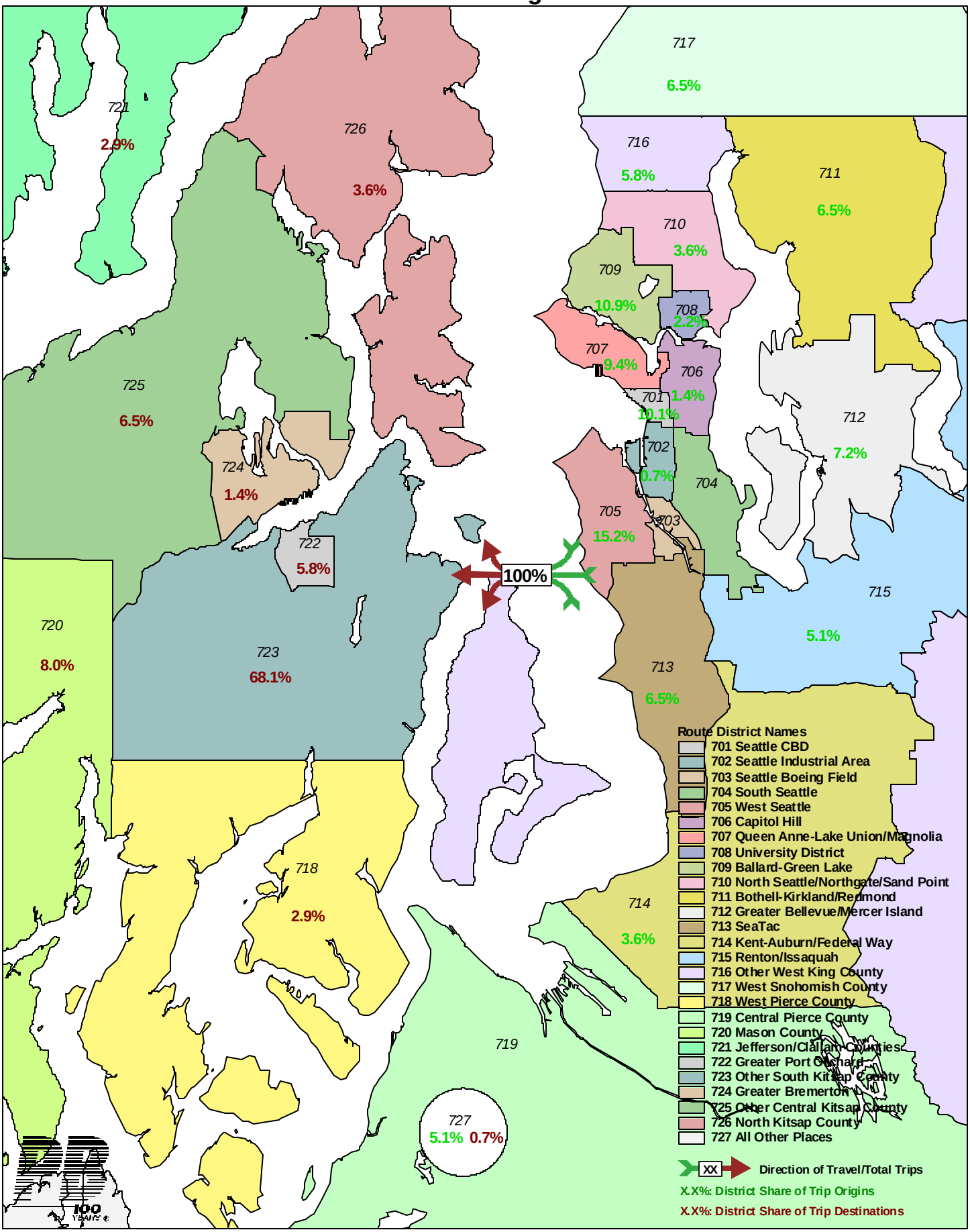


Table 7-21
Fauntleroy–Southworth O-D Trip Table
Sunday Survey Period — Eastbound — All Boarding Modes

ORIGIN	DESTINATION	Seattle CBD 701	Seattle Industrial Area 702	Seattle Boeing Field 703	West Seattle 705	Capitol Hill 706	Queen Anne-Lake Union/Magnolia 707	University District 708	Ballard-Green Lake 709	North Seattle/Northgate/Sand Point 710	Bothell-Kirkland/Redmond 711	Greater Bellevue/Mercer Island 712	SeaTac 713	Kent-Auburn/Federal Way 714	Renton/Issaquah 715	Other West King County 716	West Snohomish County 717	All Other Places 727	**Origin Shares**
West Pierce County	718						0.5%			2.0%	0.5%								2.9%
Mason County	720				11.2%	1.0%	1.5%	2.4%	1.0%	1.0%	1.5%	1.0%	1.5%		0.5%			1.5%	23.9%
Jefferson/Clallam Counties	721				4.4%					1.0%			1.0%						6.3%
Greater Port Orchard	722	0.5%			1.5%	0.5%	0.5%		0.5%	0.5%			0.5%					0.5%	4.9%
Other South Kitsap County	723	7.3%	1.0%	0.5%	5.4%	1.5%	2.0%	1.0%	4.9%	2.4%	1.0%	1.0%	6.3%	2.4%	0.5%	1.5%		4.4%	42.9%
Greater Bremerton	724		0.5%		1.0%	0.5%			1.5%	0.5%			1.5%				0.5%		5.9%
Other Central Kitsap County	725	1.0%			5.4%	0.5%						1.0%	1.0%	1.0%				1.0%	10.7%
North Kitsap County	726				0.5%														0.5%
All Other Places	727	0.5%			0.5%								1.0%						2.0%
Destination Shares		9.3%	1.5%	0.5%	29.8%	3.9%	4.4%	3.4%	7.8%	7.3%	2.9%	2.9%	12.7%	3.4%	1.0%	1.5%	0.5%	7.3%	100.0%

Figure 7-6
Fauntleroy - Southworth Eastbound Sunday Survey Period Trips
All Boarding Modes

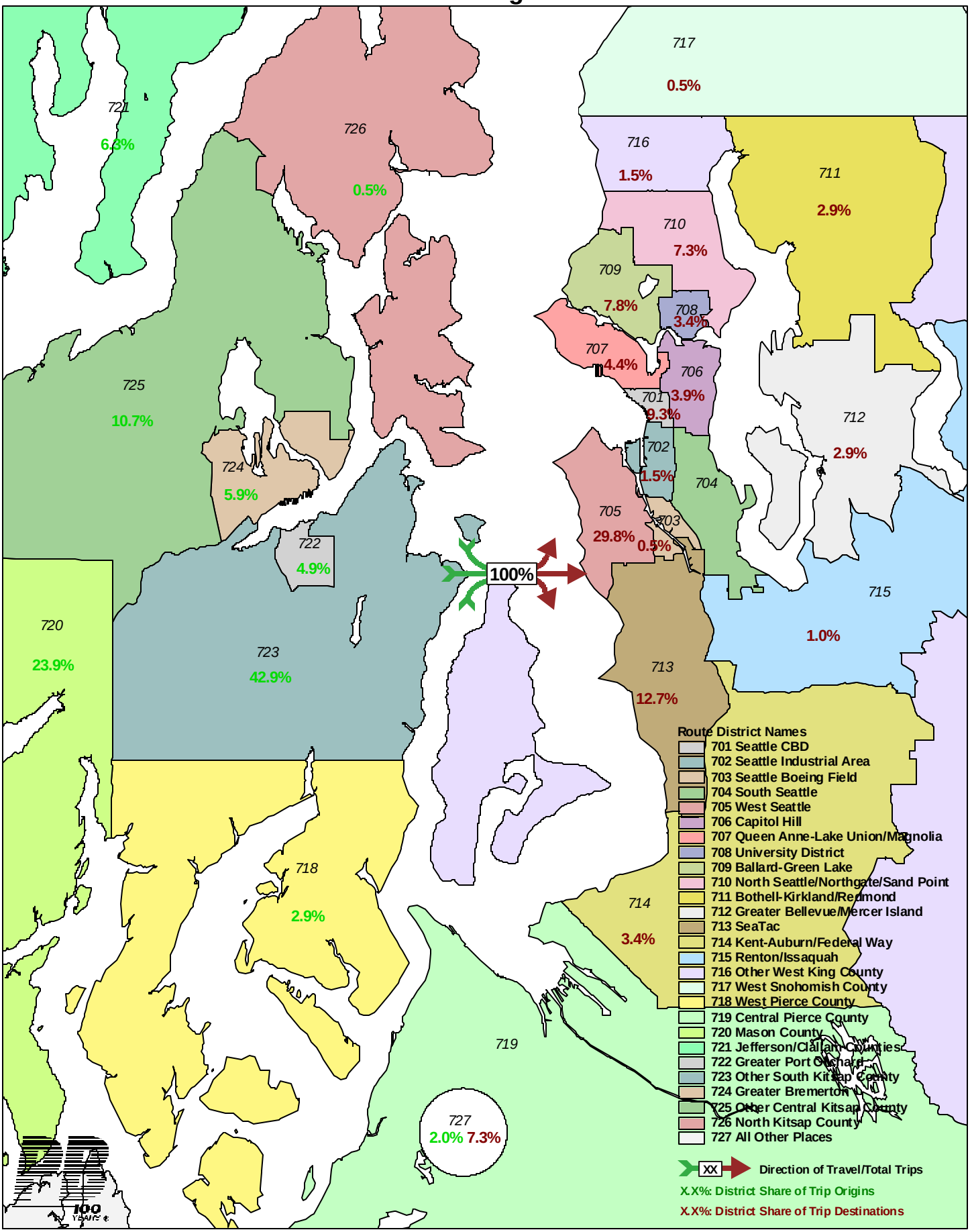


Figure 7-7
Fauntleroy - Southworth Westbound Sunday Survey Period
Trip Origins & Destinations by Boarding Mode

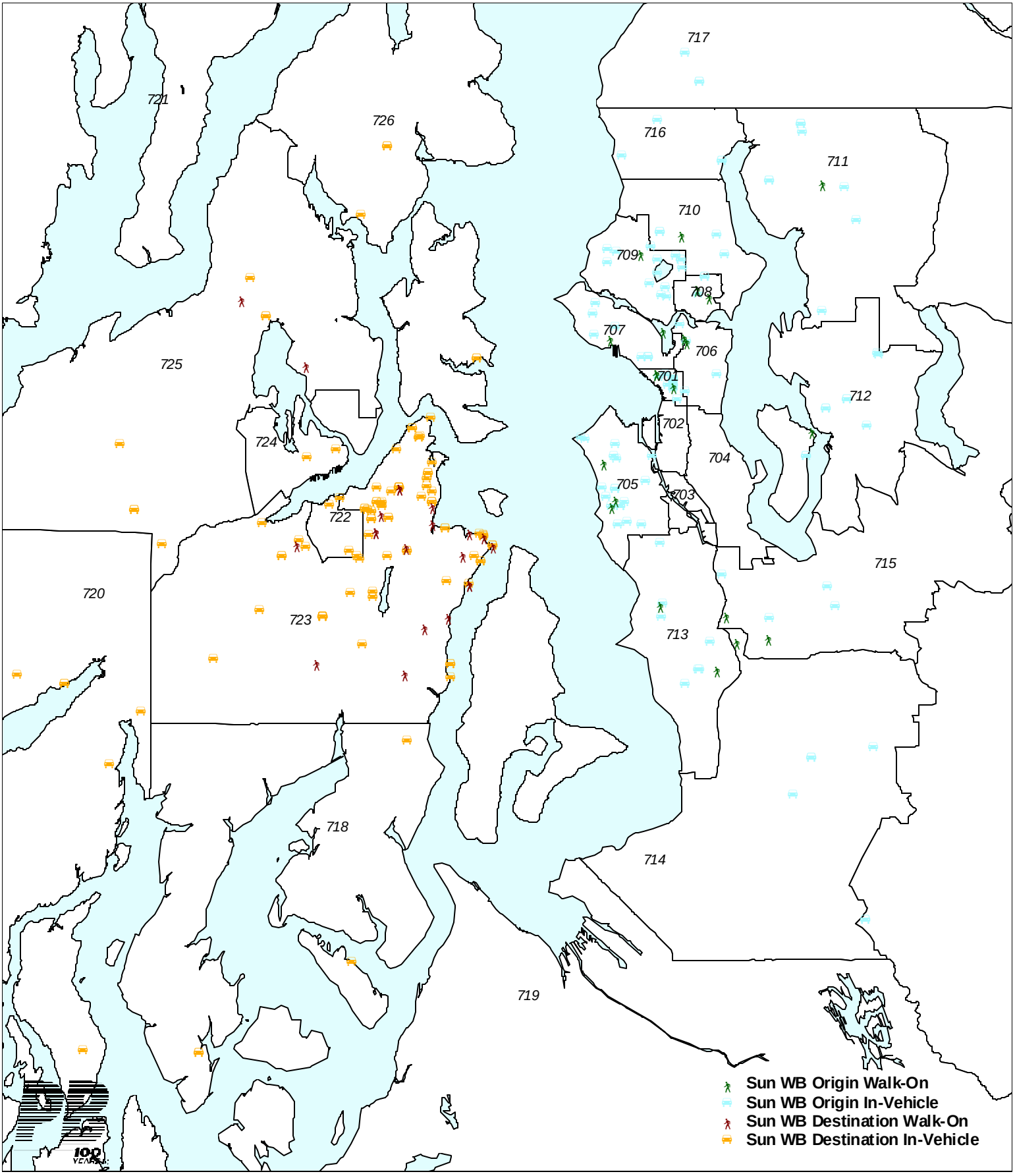


Figure 7-8
Fauntleroy - Southworth Eastbound Sunday Survey Period
Trip Origins & Destinations by Boarding Mode